Property Information

Property Names

Name Explanation	Name
Function/Location	Warehouse, 700 East 4th Street
Historic	Emergency Fleet Corporation Factory
Historic/Current	Williams Bridge Company

Property Evaluation Status

DHR Staff: Eligible

Property Addresses

Current - 700 4th Street East

County/Independent City(s): Richmond (Ind. City)
Incorporated Town(s): *No Data*
Zip Code(s): 23234
Magisterial District(s): *No Data*
Tax Parcel(s): *No Data*
USGS Quad(s): RICHMOND

Additional Property Information

Architecture Setting: Suburban
Acreage: *No Data*
Site Description:

2007: This large warehouse is on a level lot on a parcel between I-95 to the east and the railroad to the west. A gravel drive leads to the building and a parking lot on the west side. No secondary resources are associated with this property.

October 2008: The Williams Bridge Company building is located at 700 East 4th Street in Richmond, Virginia. The parcel is south of the James River and southeast of downtown. Railroad tracks owned by CSX lie adjacent to the west side of the property, and Interstate 95 lies approximately 550 feet to the east. The main building of the Williams Bridge Company is a prominent building on the landscape and visible by travelers as they enter Richmond from the south on Interstate 95 as its enormous painted company name displayed on the roof cannot be missed. There are no secondary resources associated with this property.

March 2009: The Williams Bridge Company is located west of the railroad tracks and east of I-95 in southern Richmond. Although the property was determined to be eligible for the NRHP in 2008, additional buildings located south of the main facility were noted during this survey. As such, the current evaluation concentrated on the areas to the south of the existing property boundaries. The new area is bounded on the north by the existing Williams Bridge Company NRHP boundaries, on the east by the flood dam associated with the James River, Goodes Street on the South, and the CSX tracks on the north. This area has not been occupied in several years. As such, it is moderately wooded with dense undergrowth. The expansion area includes an apartment building, a gymnasium, a boiler room, and several additional domestic buildings.

August 2009: As originally recorded, the property included a roughly rectangular-shaped area surrounding the main shop building, measuring 23.7 acres. During Dovetail's Phase I architectural study associated with roadway improvements in the rail line vicinity, the team identified an 8-acre area that may be associated with this resource located south of the existing district boundaries. The current Phase II-level investigation included an analysis of this additional area within the context of the Williams Bridge Property to evaluate a possible resource boundary expansion. The same outbuildings were noted in the expansion area as originally recorded in March 2009.

May 2010: No change to above description.

Surveyor Assessment:

2007: This large industrial warehouse retains a high level of integrity and serves as a local architectural icon for the City of Richmond. It is recommended for a Phase II study to determine its National Register eligibility.

October 2008: The Williams Bridge Company Building was erected in 1919 by the U.S. Shipping Bureau Emergency Fleet Corporation. Founded in 1917 to help the U.S. government manage their stock of sea vessels, the corporation opened factories across America to create the needed supplies for shipbuilding. The Richmond plant was built to create ship boilers. In addition to the massive central factory building, the corporation constructed an administrative building, power plant, and even apartments for its workers. After the war, the building was purchased by the City of Richmond, who operated it for 20 years as a machine shop. It was taken over by the U.S. government during World War II, only to be returned to private hands in the 1960s when it became a steel operation. Despite numerous sales, it continues to be used for steel and iron products today.

The property is one of the few physical remnants of activity surrounding World War I in Richmond. Although physical reminders of the Civil War and World War II abound, there are few ties to the first world war within the built environment or our surrounding monuments. This property was constructed by a branch of the U.S. government to outfit American ships for war. The style of the building is a direct illustration of the need to project progress, solidarity, and pride in our nation at a time when it needed support from every citizen. It directly represented the ideology we also wanted to portray to our enemies abroad. Because of its immense importance surrounding local, state, and national events related to World War I and the production of war goods, it is recommended that the Williams Bridge Company is eligible for the NRHP under Criterion A.
The Williams Bridge Company Building is an excellent example of utilitarian construction built during a time when function took precedence over style. The building was erected for the purpose of supplying troops with ships during World War I, and functionality was of the utmost importance. Notably, although the function of the building has changed many times—from World War I boiler

production to City of Richmond maintenance facility to steel plant—the building has not been radically altered. Moreover, this utilitarian building has transformed into a local icon that recognized by all who pass through southern Richmond. It has developed a style of its own. The building retains a notable amount of historic material but is also in a state of deterioration. Many of the original windows of the building have been covered, and the ones that are remaining are missing several of their panes. However, the four rows of awning windows on the two clerestories are original and contain a good amount of their original glass. Overall the exterior of the building retains a high level of integrity (location, design, setting, workmanship, feeling and association) and is recommended eligible for the NHRP under Criterion C. It is also recommended that an interior evaluation be completed on the building prior to NRHP nomination to definitively ascertain the integrity of the interior and thus its NRHP eligibility.

There is no known association between the two railroads and a notable individual thus they are recommended not eligible under Criteria B. An archaeological evaluation of the property was not completed, thus the resource was not evaluated under Criterion D.

March 2009: The property, including the main shop and several outbuildings, was determined to be Eligible for the NRHP in November 2008 under Criteria A and C. Although the buildings to the south of the current NRHP boundary have compromised physical integrity and have not been used in many years, they directly relate to the history of the occupation of the larger parcel from 1919 through today. It is recommended that these buildings and the nearby features are potentially contributing elements to the larger, NRHP-Eligible Williams Bridge Company property. Additional research should be conducted to affirm their association with the history of this parcel. If a relationship is established, the NRHP boundaries of the Williams Bridge Company parcel should be extended to the south to encompass these resources.

August 2009: The Williams Bridge Company complex was erected in 1919 by the U.S. Shipping Bureau Emergency Fleet Corporation. Founded in 1917 to help the U.S. government manage their stock of sea vessels, the corporation opened factories across America to create the needed supplies for shipbuilding. The Richmond plant was built to create ship boilers. In addition to the massive central factory building, the corporation constructed an administrative building, power plant, and even apartments for its workers. After the war, the building was purchased by the City of Richmond, who operated it for 20 years as a machine shop. It was taken over by the U.S. government during World War II, only to be returned to private hands in the 1960s when it became a steel operation. Despite numerous sales, it continues to be used for steel and iron products today. Because of its immense importance surrounding local, state, and national events related to World War I and the production of war goods and due to the unique architectural properties of the main building, the property was determined to be eligible for the NRHP under Criteria A and C in 2008.

The proposed expansion area is located south of the current NRHP boundaries. This 8-acre area has always been part of the larger parcel, but it has not been used in decades. The entire area is overgrown; in fact, the property owners were unaware of the presence of any structures in this area prior to the current Dovetail survey. However, from 1919 until at least the 1970s, this was a thriving, integral part of the overall industrial complex. World War I factory workers lived in the apartments located in this area, and later, World War II staff used the same apartments and the associated gymnasium.

The only other known World War I U.S. Shipping Bureau Emergency Fleet Corporation apartments/domestic compounds in Virginia are the Riverside Apartments (121-0039) in Newport News, Virginia. These apartments, listed on the NRHP in 1983, were outfitted with hardwood floors, tiled private bathrooms, and even dumbwaiters. Dovetail architectural historians visited the Riverside Apartments in July 2009 to use this resource as a comparison to the Williams Bridge complex. Unfortunately, the team found that the Riverside Apartments were demolished approximately 5 to 7 years ago, a fact that was confirmed by the City of Newport News planning office. Today, the once-thriving apartment/domestic complex is a parking lot with no above-ground features. Although the Williams Bridge domestic buildings have poor to fair physical integrity, they are now the only known remaining example of Emergency Fleet Corporation apartments and associated outbuildings in Virginia.
The 8-acre area located south of the existing NRHP boundaries has a distinct thematic and physical connection with the Williams Bridge complex. They directly relate to World War I and World War II use of the property, and, with the demolition of the Riverside Apartments, the remains are the only known above-ground remnants of Emergency Fleet Corporation housing in Virginia. As such, it is recommended that this area be included within the overall property boundaries. The buildings are compatible to the location, design, setting, materials, workmanship, feeling and association of the existing resource, and they are unique, architecturally. With the addition of this area, it is also recommended that the overall Williams Bridge Company property remains eligible for inclusion on the NRHP under Criteria A and C. (The property (44CF0724) was determined to also be eligible for the NRHP under Criterion D. See González et al. 2009 for a discussion of the archaeological components of the resource.)

May 2010: Although the site was determined eligible based on the above-ground remains, a Phase II investigation was conducted on the southern portion of the site to ascertain the extent of below-ground resources. The data obtained during the archival and architectural research was used to support the archaeological investigations in an effort to put all components of the site in context, resulting in a more cohesive interpretation and evaluation of the site as a whole. After the excavation of 78 close-interval shovel tests and 2 test units, it was found that an abundance of data can be obtained from the site, including details on building construction technology, landscape alterations, site access and usage, and discard patterns during the World War I to World War II period. It is recommended that the site retains its significance and integrity and is Eligible for the NRHP.

Surveyor Recommendation: Recommended Eligible

Ownership

Ownership Category	Ownership Entity
Private	*No Data*

Primary Resource Information

Resource Category: Industry/Processing/Extraction
Resource Type: Warehouse
Date of Construction: 1919Ca
Historic Time Period: World War I to World War II (1917 - 1945)
Historic Context(s): Commerce/Trade

Architectural Style: Other
Form: *No Data*
Number of Stories: 1.0
Condition: Good
Interior Plan: One-room
Threats to Resource: None Known

Architectural Description:

2007: This large brick warehouse is twenty-nine bays wide constructed in a six-course American bond. The foundation was not visible at the time of the survey. Many of the bays have been covered with fiberglass siding and a few bays have retained, although in ruinous condition, the original industrial metal windows. The southernmost bay has one sliding metal door. Several one-story sections are located on the west (main) elevation. These are either covered with a brick veneer or constructed of concrete blocks and each is capped with a shed roof. These sections have soldier window sills and concrete-block surrounds with metal awning windows. It is capped with a standing-seam metal monitor roof. The monitor section is entirely glazed and many of the windows are missing or damaged.

October 2008: The Williams Bridge Company building is an enormous iron-producing facility situated in South Richmond, Virginia. The building is approximately 600 feet long by 160 feet wide and takes up a massive 180,000 square feet. The building is seven bays wide on its north elevation and stretches twenty-nine bays long. The railroad lies to the west and runs parallel to the building with a section of the rail spurring off towards the building and actually running through it. The close proximity to the railroad and specially-constructed spur off of the rail into the property made it easy for loading and unloading heavy and large products produced at this facility. As aforementioned, access to the interior was denied, thus this architectural description will be limited to the exterior of the structure.

The building rests on a brick foundation constructed with a six-to-one brick bond. The building's most prominent feature is its massive side gable roof featuring two clerestory roof extensions. A clerestory is a section of roof that rises above adjacent rooftops and consists of windows that admit light and ventilation into the interior. The first of the two clerestories rises above the large, moderately-pitched side gable roof, thus removing its apex. It runs the length of the entire building and is capped with a moderate-pitched side gable roof. The walls of the clerestory roof are composed of windows running its entire length. The gable ends of this clerestory are covered with vertical aluminum siding. A much smaller clerestory roof rests on top of the lower element. The upper clerestory is much narrower that the first roof extension and only runs a portion of the building's length. It is set back from the edge of the gable of the building approximately 40 feet on either end. The upper clerestory also features windows running down its entire length and vertical aluminum siding gable ends. The lower clerestory is approximately 85 feet while the upper clerestory is only approximately 30 feet wide. Each section of the roof, the two clerestories and the main side gable, are sheathed with corrugated metal. On the side gable, the words "Williams Bridge Company" are painted in large letters that are approximately 30 feet in height.

Fenestration throughout the building, both today and historically, consists of very large industrial metal windows. The majority of the bays have been covered over with fiberglass siding, although a few of the original industrial windows remain but in a much deteriorated state. These large windows consist of several rows of awning windows. All of the openings on the west elevation have been covered over except for the eleventh and twelfth bays. These two openings feature original metal windows that are missing several panes of glass. The twenty-eighth bay features a sliding metal door that opens towards the south. This opening features a spur off of the railroad allowing the loading and unloading of machinery, goods, materials, etc. The north elevation is seven bays wide with the original bays all covered over like the west elevation. The north elevation featured three large bays in the center flanked by two smaller bays on either side. The first, fourth, and seventh bays have been converted into doors and feature sliding metal doors. The east elevation features fourteen bays on the northern end, all have been covered. The south elevation is six bays wide and contains a mixture of original windows and windows that are no longer open. The two bays in the southwest corner have also been covered over while the three southeast windows contain original metal windows that are in a ruinous state and missing several panes of glass. Each clerestory features two rows of metal awning windows. Numerous panes of glass on each clerestory are missing.

The east elevation features a one-story shed addition constructed with metal siding that is approximately 50 feet wide by 200 feet long. It begins at the southeast corner of the building and terminates just under the "S" of the painted company name on the roof. It features no windows and only one entrance. Immediately adjacent to this addition is a smaller shed addition that is also constructed out of metal siding. A small brick addition with shed roof is attached to the building spanning to the tenth and eleventh bays. The west addition features three small additions with flat roofs on the southern portion of the building. Most of these additions are historic, as they are featured on early Sanborn Maps.

Unfortunately, although modern maps and aerial photographs show that several historic outbuildings are still located on the parcel, access to the property was denied. As such, photographs of the secondary resources and the interiors of all buildings could not be obtained.

March 2009: The Williams Bridge Company (127-6245), located at 700 E 4th Street, was built in 1919 as part of the U.S. Shipping Board Emergency Fleet Corporation, part of the U.S. Shipping Board established during World War I to help war efforts. The area south of the main complex contains the remains of at least six buildings. Two of the structures, located in the northern portion of the new section, are one-story, timber-frame buildings. Each was originally clad in weatherboard and later covered with flat-bottomed asbestos shingles. Based on archival research completed during Dovetail's Phase II investigation of the property in 2008, it is believed that these buildings were the apartment structures built south of the original boiler plant in 1919 to house workers. The remaining four have cinder block structural systems. The southernmost building is two stories, while the other three are one story in height. It is likely that these four buildings were constructed in the 1940s when the U.S. government once again took over the complex for use during World War II.

August 2009: As described in the original intensive evaluation, the Williams Bridge complex retains many of its circa 1918 buildings. The visual and physical central landmark of the complex is the main manufacturing building. The building is approximately 600 feet long by 160 feet wide and takes up a massive 180,000 square feet. The building is seven bays wide on its north elevation and stretches twenty-nine bays long. The railroad lies to the west and runs parallel to the building with a section of the rail spurring off towards the building and actually running through it. The close proximity to the railroad and specially-constructed spur off of the rail into the property made it easy for loading and unloading heavy and large products produced at this facility. Although the interior was not accessed during the initial evaluation, Dovetail did attain access in July 2009. The entire interior still retains not only its original massing and configuration, but property owner Dan Maller stated that that some of the equipment in use dates back to the World War I boiler production period. A second set of machines was used in World War II. Rail tracks are still used on the interior to move large machine parts from one section of the shop to another.

In addition to the main building, several outbuildings were also recorded as part of the initial intensive survey. They include an administration building, a modern shop that emulates the general configuration of the historic boiler building, a small warehouse, and several other exterior shop/specialty buildings. In addition, a large crane/hoist system comprising iron beams and pulleys, is located in the yard just south of the

historic machine shop.

Exterior Components

Component	Component Type	Material	Material Treatment
Roof	Monitor	Metal	Standing Seam
Structural System and Exterior Treatment	Masonry	Brick	Bond, American, 6-course
Chimneys	Interior	Brick	Other
Foundation	Solid/Continuous	Unknown	Other

Secondary Resource Information

Secondary Resource #1

Resource Category: Social/Recreational
Resource Type: Gymnasium
Architectural Style: *No Data*
Form: *No Data*
Date of Construction: 1940
Condition: Poor
Threats to Resource: Neglect
Architectural Description:

August 2009: The southeast building is much larger than the other six structures in this area. According to oral history, it was constructed during the World War II occupation of the property and used as a gymnasium. The building has two components. The eastern section comprised the main entry. It is a two story three bay building constructed of concrete blocks. The central core contains an entry foyer, a small office, two large bathrooms, and a set of wood steps leading to the upper floor. Two large wings are appended to the north and south elevations. Based on a label still legible above the door frame, the northern area was used as a game room. Extensive shelving in the southern room suggests that it could have been a library or reading room. The upper floor contains one large room, likely an office space. The western section is the gym. Although the roof has collapsed into the interior, the remains of the exterior walls suggest that the space was cavernous with a high ceiling and no internal supports. The windows appear to have been six-over-six-over-six triple hung sash—an interesting configuration for a 1940s utilitarian space.

Number of Stories: 2

Secondary Resource #2

Resource Category: Domestic
Resource Type: Apartment Building
Architectural Style: *No Data*
Form: *No Data*
Date of Construction: 1919
Condition: Poor
Threats to Resource: Neglect
Architectural Description:

Based on an inspection of the buildings, it appears that the northernmost two buildings and the road date to the earliest construction period whereas the southern five buildings were constructed during the World War II occupation period. The two northern buildings are one-story, timber-frame structures. Both have slat-poured concrete foundations that extend approximately two feet above ground surface. The timber frame was originally clad in weatherboard painted yellow and affixed with ungalvanized wire nails. The structural system was later covered with light green flat-bottomed asbestos shingles. Although the roofs are in very poor condition, the remains suggest that each had a shed or shallow gable roof covered in standing seam metal. The roofing material was later replaced with asphalt shingles. Fenestration included several doorways, now gone, along with six-over-six double hung sash windows.

August 2009: Based on archival research, it is believed that these buildings were the apartment structures built south of the original boiler plant in 1919 to house workers. The road runs along the western boundary of the expansion area. This paved, narrow road was used to access this portion of the property for a century.

Number of Stories: 1

Secondary Resource #3

Resource Category: Industry/Processing/Extraction
Resource Type: Boiler House
Architectural Style: *No Data*
Form: *No Data*
Date of Construction: 1940

Condition: Poor
Threats to Resource: Neglect
Architectural Description:

August 2009: A one story, one bay boiler room is located southwest of the living quarters. This small building is very similar to the workers housing in materials but it is smaller. A very large metal flue once protruded from the roofline, although the stack has collapsed. Fenestration includes a large double door on the east side of the building, a single door on the north side of the building, and several twelve-pane casement windows on the south and north elevations. The interior still contains the circa 1940s boiler and accompanying equipment.

Number of Stories: 1

Secondary Resource #4

Resource Category: Other
Resource Type: Other
Architectural Style: *No Data*
Form: *No Data*
Date of Construction: 1940
Condition: Poor
Threats to Resource: Neglect
Architectural Description:

August 2009: The five southern buildings, including two that are attached to one of the timber frame buildings, were likely constructed in the 1940s when the U.S. government once again took over the complex for use during World War II. It is unknown if they replaced earlier, World War I-era apartments/barracks or if the land was unoccupied when they were constructed. All five buildings have cinder block foundations and structural systems, all of which are fastened with a combination of Portland cement and modern mortar. The three small buildings in the northern portion of the expansion area, likely used as some sort of worker housing, are all one story tall. Asphalt shingles cover a shed roof with a timber frame. Entry doors are either single or double metal with metal pull handles. Most have an upper window with safety glass. Similarly, the six-over-six and two-over-two double hung sash windows also have safety glass set within a wood frame. Each window has concrete sills and lintels.

Historic District Information

Historic District Name: *No Data*
Local Historic District Name: *No Data*
Historic District Significance: *No Data*

CRM Events

Event Type: Survey:Phase II/Intensive

Project Review File Number: 2001-1460
Investigator: Kerri Barile
Organization/Company: Dovetail CRG
Sponsoring Organization: *No Data*
Survey Date: 5/1/2010
Dhr Library Report Number: *No Data*
Project Staff/Notes:

Dovetail conducted archaeological testing in the southern segment of the larger property to identify resources that may be impacted by the SEHSR project. Based on the archaeological remains, the site remains eligible under Criteria A, C and D.

Event Type: DHR Staff: Eligible

DHR ID: 127-6245
Staff Name: Holma, Marc
Event Date: 9/28/2009
Staff Comment

DHR concurs that this resource is eligible for the NRHP under Criteria A & C.

Event Type: Survey:Phase II/Intensive

Project Review File Number: 2001-1460
Investigator: Barile, Kerri
Organization/Company: Unknown (DSS)
Sponsoring Organization: *No Data*
Survey Date: 8/1/2009
Dhr Library Report Number: DW-79
Project Staff/Notes:

Intensive Architectural Survey Along Road Improvement Areas, Southeast High Speed Rail Project, Richmond, Petersburg, Colonial Heights, and Chesterfield County. Dovetail Cultural Resource Group, Fredericksburg, Virginia

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2001-1460
Investigator: Barile, Kerri
Organization/Company: Unknown (DSS)
Sponsoring Organization: *No Data*
Survey Date: 3/1/2009
Dhr Library Report Number: DW-79
Project Staff/Notes:

Barile, Kerri, Heather Dollins and Claire Lanier. Phase I Architectural Survey of Road Construction Areas Associated with the Southeast High Speed Rail Project within the Cities of Richmond, Colonial Heights and Petersburg and Chesterfield and Dinwiddie Counties, Virginia. Dovetail Cultural Resource Group I, Inc., Fredericksburg, Virginia. 2009.

Event Type: Survey:Phase II/Intensive

Project Review File Number: 2001-1460
Investigator: Dovetail CRG
Organization/Company: Unknown (DSS)
Sponsoring Organization: *No Data*
Survey Date: 10/1/2008
Dhr Library Report Number: DW-79
Project Staff/Notes:

Dollins, Heather, Andrew Stempel, and Kerri Barile. "Intensive Architectural Investigations along the Richmond-To-Petersburg Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia," October 2008. Dovetail Cultural Resource Group I, Inc. Fredericksburg, Virginia.

Event Type: Other

Project Review File Number: 2001-1460
Investigator: Holma, Marc
Organization/Company: Unknown (DSS)
Sponsoring Organization: *No Data*
Survey Date: 10/25/2007
Dhr Library Report Number: DW-79
Project Staff/Notes:

Louis Berger Group; NCDOT 9.9083002 (P-3819)

VDHR recommended property be studied further at Phase II level.

Event Type: Survey:Phase I/Reconnaissance

Project Review File Number: 2001-1460
Investigator: Baynard, Kristie
Organization/Company: Unknown (DSS)
Sponsoring Organization: *No Data*
Survey Date: 8/1/2007
Dhr Library Report Number: DW-79
Project Staff/Notes:

Louis Berger Group; NCDOT 9.9083002 (P-3819)

Bibliographic Information

Bibliography:

Name: Sanborn Insurance Company
Record Type: Map
Bibliographic Notes: Sanborn Insurance Maps. Sanborn Insurance Company Maps. 1919. www.librarypoint.com. Accessed July 1, 2008.

Name: Louis Berger Group
DHR CRM Report Number: DW-79
Record Type: Report
Bibliographic Notes: DW-79: 2007 Archaeological, Architectural, and Battlefield Surveys, Southeast High Speed Rail Corridor, Cities of Colonial Heights, Petersburg and Richmond, and Chesterfield, Dinwiddie, and Henrico Counties, Virginia. January 2008

Name: Dovetail CRG
DHR CRM Report Number: CF-238
Record Type: Report
Bibliographic Notes: CF-238: Phase II Testing at the Williams Bridge Company (44CF0724 / 127-6245), City of Richmond, Virginia. May 2010 #2001-1460.

Dovetail Cultural Resource Group, Fredericksburg, Virginia. Gonzalez, Kerry, and Kerri S. Barile.

Name: Dovetail CRG
DHR CRM Report Number: CF-223
Record Type: Report
Bibliographic Notes: CF-223: Intensive Architectural Evaluation: Road Areas Associated with the Southeast High Speed Rail Project, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield and Dinwiddie Counties, Virginia, August 2009. #2001-1460

Name: Dovetail CRG
DHR CRM Report Number: CF-214
Record Type: Report
Bibliographic Notes: CF-214: Intensive Architectural Investigations Along the Richmond-to-Petersburg Southeast High Speed Rail Corridor, Cities of Richmond, Colonial Heights, and Petersburg, and Chesterfield County, Virginia, September 2008.

Property Notes:

No Data

Project Bibliographic Information:

No Data

Virginia Dept. of Historic Resources

V-CRIS

Virginia Cultural Resource Information System

Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- USGS GIS Place names
- County Boundaries

N

Feet

0 50 100 150 200

1:2,500 / 1"=208 Feet

Title: Architecture Labels **Date: 5/31/2018**

DISCLAIMER:Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions.The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites:Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.